

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

AGENDA

The next meeting of the
Congestion Management & Air Quality Committee
will be as follows.

Date: Monday, April 25, 2005 - 3:00 to 5:00 p.m.
Place: San Mateo City Hall
330 West 20th Avenue, San Mateo, California
Conference Room C (across from Council Chambers)

PLEASE CALL WALTER MARTONE (599-1465) IF YOU ARE UNABLE TO ATTEND.

- | | | | |
|----|---|---|-----------------------|
| 1. | Public Comment On Items Not On The Agenda | Presentations are limited to 3 minutes. | 3:00 p.m.
(5 mins) |
|----|---|---|-----------------------|

CONSENT AGENDA

- | | | | |
|----|---------------------------------------|---------------------|------------------------------------|
| 2. | Minutes of February 28, 2005 meeting. | Action
(Martone) | Pages 1-4
3:05 p.m.
(5 mins) |
|----|---------------------------------------|---------------------|------------------------------------|

REGULAR AGENDA

- | | | | |
|----|--|----------------------|---|
| 3. | Recommendations for the award of grants under the Transit Oriented Development Program (TOD). | Action
(Dunio) | Pages 5-15
3:10 p.m.
(35 mins) |
| 4. | C/CAG budget for Fiscal Year 05-06. | Action
(Napier) | To be provided at the meeting
3:45 p.m.
45 mins |
| 5. | Adjournment and establishment of next meeting date for May 23, 2005 (moved up one week due to Memorial Day). | Action
(Townsend) | 4:30 p.m. |

NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

Other enclosures/Correspondence

- Schedule of meetings for 2005
- Updated roster of CMAQ members (provided to members only)

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
COMMITTEE ON CONGESTION MANAGEMENT
AND AIR QUALITY (CMAQ)**

**MINUTES
MEETING OF JANUARY 31, 2005**

At 3:05 p.m., the meeting was called to order by Vice-Chair Sue Lempert in Conference Room C of San Mateo City Hall.

Members Attending: David Bauer, Jim Bigelow, Deborah Bringelson, Judith Christensen, Tom Davids, Vice Chair Sue Lempert, Arthur Lloyd, Karyl Matsumoto, Irene O'Connell, Barbara Pierce, Sepi Richardson, Lennie Roberts, and Onnolee Trapp.

Staff/Guests Attending: Walter Martone and Sandy Wong (C/CAG Staff - County Public Works), Tom Madalena and Mark Duino (C/CAG Staff - County Planning), Richard Napier (C/CAG Executive Director).

Two new members of CMAQ were introduced – Judith Christensen, Councilwoman from Daly City, and David Bauer, Councilman from Belmont.

1. Public comment on items not on the agenda.

- None.

CONSENT AGENDA

2. Minutes of January 31, 2005 meeting.

Motion: To approve the Minutes as presented. O'Connell/Richardson, unanimous.

REGULAR AGENDA

3. Approval of report on Transportation Data – Census 2000.

Mark Duino reported on the most recent information about transportation trends from the 2000 Census:

- Staff intends to analyze this data for the purpose of developing recommendations for ways to increase transit ridership.
- There is a high potential to increase transit ridership in the San Francisco to San Mateo, San Mateo to San Francisco, San Mateo to Santa Clara, Santa Clara to San Mateo, and San Mateo to San Mateo County corridors. There is not as much potential to increase transit ridership in the corridors connecting San Mateo and Contra Costa or Alameda County corridors.
- The San Mateo to San Francisco Corridor has the highest transit ridership of all the

corridors with 20% using transit to go from San Mateo to San Francisco. 45% of all transit trips are in this corridor.

- Staff intends to make an estimate of the potential transit usage based on the data, to use as a target for doing future planning of programs to increase transit usage.
- 54% of all transit trips that originate in San Mateo County plus Santa Clara County, end in San Francisco.
- 75% of all of the transit trips going from San Mateo County to San Francisco are coming from only five cities – Daly City, South San Francisco, Pacifica, San Mateo, and San Bruno.

Questions/Comments:

- What is the difference between the % under transit and the % of all transit trips in the corridor? The % under transit is what % of the total trips in that corridor are transit trips. The % of all transit trips in the corridor is what % of the total transit trips in all corridors are in that particular corridor.
- Are these commute hour trips or all trips? Work trips only, regardless of the time of day that the individual is commuting to and from work.
- Is the ultimate goal of this analysis to increase transit ridership or to decrease congestion, or both? Both.
- It would be interesting to find out how successful individual jurisdictions are in convincing employers to hire local workers. Do we need to develop a campaign to get San Mateo County employers to hire San Mateo County residents? This would help to address the housing shortage and the commuting congestion. It is possible that you will find different potential solutions depending on the corridor analyzed.
- We need to discuss further the concept of providing incentives for workforce housing. C/CAG Staff should come back with some recommendations and suggestions for how this might be addressed. One suggestion might be to hold job fairs for local employers and local workers.
- Looking at corridors where we can have the greatest impact appears to be a rational approach to planning for ways to increase transit ridership.
- We need to identify why the current situation (as illustrated by the data) is what it is, and what can be done to impact that situation. How are we working with SamTrans and other transit providers on these issues? We need to invite transit agency staff to come to CMAQ and present the things that they may already be planning to do to increase ridership in these high potential corridors.
- We should also be considering shuttle use as a way to ensure that potential transit riders have better access to transit services. Shuttle services are something that C/CAG can have a significant impact on as a major funder of these services. C/CAG Staff was requested to factor shuttle usage and available shuttle services into this data.
- A number of the single occupant commuters from San Mateo to San Francisco may be going to jobs where they simply report in and then have to be on the road (i.e. sales), others may be heading for parts of San Francisco where connections to other transit systems is inadequate.
- The numbers appear to show that the reverse commute (going south to Silicon Valley) is no longer the case because over half of the transit riders are going to San Francisco.

- This data does not reflect the increased CalTrain ridership resulting from the “Baby Bullet” trains and the addition of BART service to San Francisco Airport and Millbrae.
 - Even though over 50% of the transit riders are commuting to San Francisco, this still represents a significant change in the commute patterns of a few decades ago when over 85% of the transit riders when to San Francisco.
 - The numbers may be skewed somewhat because many individuals live in areas not served by transit.
 - Although this information is excellent, it is from the 2000 Census, which is already five years old. Many things have changed since then. We need to supplement this information with other more current data in order to have a solid basis for making decisions. Unfortunately the information that we are just now getting from the Census has taken four years for the Census Bureau to make available. MTC and the various transit agencies may have some more up to date data.
 - Should we be concentrating on numbers alone, or should mileage be factored in? Concentrate on commuters that might be traveling a longer distance?
 - The 2020 Peninsula Corridor Gateway Study and the Ramp Metering Study shows that there is an increasing load on Route 101, while at the same time the “Baby Bullet” trains are zooming along. This may be an opportunity to attract some of the longer commuters.
 - Another way of analyzing the data might be to look at individual cities compared to its population and the opportunities to use transit in that city.
 - We need to include all of the San Mateo County cities in the data and analysis because C/CAG represents all jurisdictions, instead of just targeting certain jurisdictions.
 - Our plans should tie in with proposed development at the individual cities and C/CAG’s promotion of Transit Oriented Development.
 - Staff was requested to also show what are the implications of implementing some of these suggestions. Show how the impacts of doing something in one jurisdiction may also affect other jurisdictions.
 - We should also look at ways to encourage carpooling, especially in those less dense neighborhoods where there is no transit service. The Alliance may be able to play a role in the implementation of carpooling options.
 - Shuttles are extremely important to reach residents living up in the hills and connecting them with destinations and also regional transit service.
 - Is there a way to reach out to San Francisco companies that employ San Mateo County residents and provide incentives to get them to use transit?
4. **Recommendation for the adoption of a Resolution in accordance with Chapter 2.65 (commencing with sections 65089.11) to Division 1 of Title 7 of the California Government Code (Assembly Bill 1546):**
- a) **Providing for a fee of four dollars (\$4.00) on motor vehicles registered within San Mateo County; and**
 - b) **Adopting a corresponding program and budget for the management of traffic congestion and stormwater pollution within San Mateo County; and**
 - c) **Making a finding of fact that those programs bear a relationship or benefit to the motor vehicles that will pay the fee; and**
 - d) **Adopting performance measures for those programs.**

This item is coming before the CMAQ and C/CAG Board to address all of the legal issues that are required prior to the implementation of the Vehicle Registration Fee that was authorized under AB 1546. Walter Martone reviewed a number of changes to the materials that have been recommended by C/CAG Legal Counsel. They include:

- The Hydrogen fuel cell program has been broadened to include other clean fuel technologies and the nexus to the motor vehicle has been clarified to show that the program will be to create shuttle services.
- Managing runoff from parking lots has been expanded to include both impervious and pervious surfaces.
- Documentation has also been provided to show that the actual cost of the programs to be funded by the Fee will greatly exceed the revenues that will be generated by the Fee.
- Finally a list of performance measures has been developed to document how we will determine the quantity of services provided with the proceeds of the Fee. Two new performance measures were verbally reported by Staff. NPDES consulting assistance will be measured by the number of consulting hours provided; and the brake pad partnership will be measured by the number of studies participated in.

Comments:

- It was recommended that the training and implementation of non-profit car wash Best Management Practices should be expanded to include commercial car wash businesses.
- This program will not require the cities to implement new services. AB 1546 will reimburse the cities for the activities that they are already implementing. New and expanded services will be created and funded under the 50% portion of AB 1546 that will be administered by C/CAG.
- It was noted that the budget amount for DMV services was just a projection. The most recent estimate is actually lower - \$100,000 to \$110,000.
- Concern was expressed about what to do when the funding expires. Staff indicated that if the program is successful, C/CAG will likely request an extension. We are also being very clear that this funding is limited and not guaranteed beyond the expiration date of the law (January 2009).
- It was noted that the list of allowable programs is firm and does not allow leeway for modification/additions.
- The performance measures do not have to establish standards at this time. This will be done after the program is underway.

Motion: To accept the report as amended by the staff comments and comments of Committee Members. Bigelow/Pierce, unanimous.

5. Adjournment and establishment of next meeting date.

The next regular meeting was scheduled for March 28, 2005. At 4:35 p.m., the meeting was adjourned.

C/CAG AGENDA REPORT

Date: April 25, 2005
To: Congestion Management and Air Quality Committee
From: Tom Madalena, Planner II
Subject: RECOMMENDATIONS FOR THE AWARD OF GRANTS UNDER THE TRANSIT ORIENTED DEVELOPMENT PROGRAM (TOD).

(For further information please contact Tom Madalena at 650-363-1867)

RECOMMENDATION

That the CMAQ consider the approval of the Technical Advisory Committee (TAC) for the 2005 Transit Oriented Development Housing Incentive Program Initiative.

FISCAL IMPACT

This initiative will help cities that are approving TOD projects receive money earmarked for transportation projects. The cities with qualified projects that build TOD housing within 2 years will receive the financial incentive once the project is built.

SOURCE OF FUNDS

There is \$2,700,000 available for this cycle of the program. The funding sources include the State Transportation Improvement Program, Surface Transportation Program, and Transportation for Livable Communities. All unused funds will be returned to the program for use in a later cycle.

BACKGROUND/DISCUSSION

Attached are the materials that will be considered by the TAC at its meeting on April 21st. The Recommendations of the TAC will be orally presented to CMAQ at its meeting on April 25th.

ATTACHMENT

Materials provided to the TAC.

C/CAG AGENDA REPORT

Date: April 21, 2005
To: Technical Advisory Committee
From: Tom Madalena, Planner II
Subject: RECOMMENDATION FOR TRANSIT ORIENTED DEVELOPMENT
HOUSING INCENTIVE INITIATIVE

(For further information please contact Tom Madalena at 650-363-1867)

RECOMMENDATION

That the TAC consider the approval of the following projects (presented in attached summary) for the 2005 Transit Oriented Development Housing Incentive Program Initiative.

FISCAL IMPACT

This initiative will help cities that are approving TOD projects receive money earmarked for transportation projects. The cities with qualified projects that build TOD housing within 2 years will receive the financial incentive once the project is built.

SOURCE OF FUNDS

There is \$2,700,000 available for this cycle of the program. The funding sources include the State Transportation Improvement Program, Surface Transportation Program, and Transportation for Livable Communities. All unused funds will be returned to the program for use in a later cycle.

BACKGROUND/DISCUSSION

The objective of this program is to encourage high-density housing (greater than 40 units per acre) within 1/3 of a mile of a BART or Caltrain station. For eligible housing projects, C/CAG will make a commitment to program the incentive funds to a transportation project identified by the sponsor if the housing is built within two years.

There were a total of 14 projects that were approved for this cycle of the Transit Oriented Development Housing Incentive Program Initiative. These projects collectively include 2192 Bedrooms of which 727 will be affordable to low and moderate-income households. Based on the number of bedrooms approved there will be \$1,182 available for each bedroom built and an additional \$148 available for each affordable bedroom built.

In order to determine the dollar amount for each bedroom we multiplied the number of bedrooms and affordable bedrooms times \$2000 and \$250, respectively. From this we determined the percentage share that each category (regular bedrooms and affordable bedrooms) would have

with an unlimited amount of money. It was calculated that of the \$2,700,000, 96% of it would be available for regular bedrooms and 4% would be available for affordable bedrooms. Given this breakdown we have \$1,182 available for each regular bedroom and \$148 available for each affordable bedroom.

Example: 2192 bedrooms X \$2000 = \$4,384,000 = 96% of \$4,565,750
 727 affordable bedrooms X \$250 = \$181,750 = 4% of \$4,565,750

$\$2,700,000 \times 96\% = \$2,592,000$

$\$2,700,000 \times 4\% = \$108,000$

$\$2,592,000 / 2192 = \1182.48

$\$108,000 / 727 = \148.56

It is apparent from the number of approved projects for this cycle of the TOD/HIP program that cities have taken notice and are approving projects that provide needed housing near transit.

ATTACHMENT

Summary of the approved applications.

Initiative for Transit Oriented Development

Summary of Applications Received

Applicant:	City of Redwood City
Project Name:	Walnut Street Condominiums
Address:	852-860 Walnut St. Redwood City, CA
Description:	This is an infill, market rate residential project located approximately 1700 feet from the Redwood City Caltrain Station. It will be three stories with a total of 15 units. The project design will incorporate streetscape elements such as porches and stoops with the building set at the back of the sidewalk. Parking will also be concealed at the rear of the project.
Number of Units:	15 (5 one-bedroom units, 5 two-bedroom units, 5 three-bedroom units)
Number of Bedrooms:	30
Density:	43.6 units/acre
Distance from Transit Station:	1700 feet
Non-Residential Uses:	N/A
Affordable housing incentive:	N/A
Eligible for \$	\$35,460

Applicant:	City of Menlo Park
Project Name:	O'Brien at Derry Lane
Address:	North side of Oak Grove Ave. Immediately west of the Caltrain right of way and approximately 150' east of El Camino Real
Description:	There will be a retail/commercial/mixed use component as well as a residential component to this project. The retail/commercial/mixed use component will include 17,500 sq. ft. of retail/commercial space and 5 residential flats. The residential component will consist of approximately 132 residential flats. Fifteen percent (15%) will be designated as Below Market Rate (BMR) Housing units for inclusion in the City of Menlo Park BMR program.
Number of Units:	137 Residential Flats
Number of Bedrooms:	231
Density:	40 units/acre
Distance from Transit Station:	75 feet
Non-Residential Uses:	17,500 square feet of commercial/office/retail
Affordable housing incentive:	15% Affordable (36 bedrooms)
Eligible for \$	\$273,042 + \$5,180 = \$278,222

Applicant:	City of San Carlos
Project Name:	1000 El Camino / John Baer
Address:	1000 El Camino Real, San Carlos, CA
Description:	This is a mixed-use project that combines 8,250 sq. ft. of ground floor commercial space with 104 apartment units constructed on the upper three floors. Fifteen percent (15%) of 100 of the units will be set aside as rent-restricted units for families that are classified as very low, low and moderate income households.
Number of Units:	104 Apartments
Number of Bedrooms:	151
Density:	83 units/acre
Distance from Transit Station:	1/3 of a mile
Non-Residential Uses:	8,250 square feet of ground floor commercial space
Affordable housing incentive:	16.3% (23 bedrooms)
Eligible for \$	\$178,482 + \$3,404 = \$181,886

Applicant:	City of Burlingame
Project Name:	California Murchison Project
Address:	1875 California Drive (SW corner of California & Murchison)
Description:	This project consists of a 4 story, 22-unit condominium project on a .36-acre site. A minimum of 10% of the units will be affordable to moderate income households.
Number of Units:	22 condominium units
Number of Bedrooms:	38 bedrooms
Density:	60 units/acre
Distance from Transit Station:	< ¼ mile
Non-Residential Uses:	N/A
Affordable housing incentive:	10% affordable (3 bedrooms)
Eligible for \$	\$44,916 + \$444 = \$45,360

Applicant:	City of San Bruno
Project Name:	Paragon Apartments
Address:	Commodore Drive San Bruno, CA
Description:	This is a 185-unit apartment project that will be built out at a density of 60 units/acre. Twenty percent of the units will be affordable to very low-income persons. The project site is located 1/3 of a mile from a BART station and is Phase 2 of the 20-acre mixed use transit oriented development known as The Crossing / San Bruno.
Number of Units:	185 apartment units
Number of Bedrooms:	316 bedrooms
Density:	50-60 units/acre
Distance from Transit Station:	1/3 of a mile
Non-Residential Uses:	
Affordable housing incentive:	20% affordable (65 bedrooms)
Eligible for \$	\$373,512 + \$9,620 = \$383,132

Applicant:	City of San Bruno
Project Name:	Village at The Crossing
Address:	Northwest corner of National Ave. an Commodore Dr. San Bruno, CA
Description:	This project is a 4 story, 228-unit age restricted senior housing development. It will consist of 158 one-bedroom and 70 two-bedroom units. The project site is located within the 20-acre mixed-use transit oriented development known as the Crossing / San Bruno. It will be built at a density of 120 units/acre. 100% of the units will be affordable with 90% being affordable to low income persons and 10% being affordable to very low-income persons.
Number of Units:	228 age-restricted senior units
Number of Bedrooms:	298
Density:	120 units/acre
Distance from Transit Station:	1/3 mile
Non-Residential Uses:	N/A
Affordable housing incentive:	100% affordable (298 bedrooms)
Eligible for \$	\$352,236 + \$44,104 = \$396,340

Applicant:	City of San Bruno
Project Name:	San Bruno Plaza
Address:	470 San Mateo Avenue San Bruno, CA
Description:	This mixed-use project consists of 31 units over retail and a garage. It will include 11 one-bedroom units and 20 two-bedroom units of which 15% will be affordable to low and moderate-income residents. The project site is located 1/3 of a mile from the San Bruno Caltrain Station.
Number of Units:	31 units
Number of Bedrooms:	56 bedrooms
Density:	50 units / acre
Distance from Transit Station:	1/3 mile
Non-Residential Uses:	Retail
Affordable housing incentive:	15% affordable (8 bedrooms)
Eligible for \$	\$60,282 + \$1,184 = \$61,466

Applicant:	City of Millbrae
Project Name:	Belamor
Address:	Millbrae Station Area between Broadway and El Camino Real at Chadbourne Avenue
Description:	This project will include 133 condominium units and 14,000 square feet of transit oriented retail on El Camino Real. There will be 20 low-moderate housing units supported by developer contributions and Millbrae Redevelopment Agency housing assistance. Additionally, the project will include a public frontage road on El Camino Real.
Number of Units:	133 Condominiums
Number of Bedrooms:	266 bedrooms
Density:	60+ units/acre
Distance from Transit Station:	600 feet
Non-Residential Uses:	14,000 square feet of retail
Affordable housing incentive:	15% affordable (40 bedrooms)
Eligible for \$	\$314,412 + \$5,920 = \$320,332

Applicant:	City of Redwood City
Project Name:	Montgomery Villas
Address:	1540 El Camino Real, Redwood City, CA
Description:	First Community Housing along with the City of Redwood City Redevelopment Agency proposes to develop the .62 acre site with a 58 units residential development with 112 parking stalls. It will also contain 1,215 gross square feet of ground floor retail. Additionally there will be a ground floor gym, community room, lobby, office, and common open space area that will be available to residents.
Number of Units:	58 units
Number of Bedrooms:	123
Density:	97 units/acre
Distance from Transit Station:	< 1/3 mile
Non-Residential Uses:	1,215 square feet of ground floor retail
Affordable housing incentive:	100% (123 bedrooms)
Eligible for \$	\$145,386 + \$18,204 = \$163,590

Applicant:	City of San Mateo
Project Name:	PA 01-146 Palm Residences
Address:	1705 Palm Avenue, San Mateo, CA
Description:	The project proposes demolition of an existing theater and removal of surface parking. The development will consist of a 23,018 sq. foot residential building containing 19 housing units of which 2 will be affordable for low and moderate-income households.
Number of Units:	19 units
Number of Bedrooms:	33 bedrooms
Density:	41 units/acre
Distance from Transit Station:	1000 feet
Non-Residential Uses:	
Affordable housing incentive:	10% affordable (33 bedrooms)
Eligible for \$	\$36,642 + \$444 = \$37,086

Applicant:	City of San Mateo
Project Name:	PA 04-083 Delaware Place
Address:	2090 South Delaware Street, San Mateo, CA
Description:	The project consists of three residential buildings totaling 184,400 sq. ft. with 140 2-bedroom housing units. The project also proposes streetscape improvements along South Delaware Street and Pacific Blvd. including sidewalks, planter strip, and a double row of street trees. Ten percent (10%) of the units will be below market rate units and it is anticipated that they will be available to very low, low and moderate-income households.
Number of Units:	143 units
Number of Bedrooms:	280
Density:	62.5 units/acre
Distance from Transit Station:	1,760 feet
Non-Residential Uses:	
Affordable housing incentive:	10% affordable (28 bedrooms)
Eligible for \$	\$330,960 + \$4,144 = \$335,104

Applicant:	City of South San Francisco
Project Name:	SSF BART Station Transit Village Development Projects
Address:	1410 El Camino Real and a vacant parcel facing Mission Road
Description:	The project is located on El Camino Real in the SSF BART Transit Village Zoning District. It will include 99 residential units on a 2.04 acre site. The development will contain 52 one-bedroom and 47 two-bedroom units for a total of 146 bedrooms.
Number of Units:	99 units
Number of Bedrooms:	146 bedrooms
Density:	50 units/acre
Distance from Transit Station:	< 1/3 mile
Non-Residential Uses:	
Affordable housing incentive:	20% or (30 bedrooms)
Eligible for \$	\$172,572 + \$4,440 = \$177,012

Applicant:	City of Daly City
Project Name:	Landmark Plaza Development
Address:	"Top of the Hill" Daly City – Mission St. @ John Daly Blvd.
Description:	The development includes 95 2 bedroom residential units on 1.375 acres with approximately 15% of the units below market. This mixed-use development also includes 26,000 sq. ft. of ground level retail and 58,000 sq. ft. of office space. There will be a minimum of 14.7% of low to moderate-income units.
Number of Units:	95 units
Number of Bedrooms:	190 bedrooms
Density:	69 units/acre
Distance from Transit Station:	1/3 of a mile
Non-Residential Uses:	26,000 sq. ft. of ground level retail, 58,000 sq. ft. of office space
Affordable housing incentive:	14.7% affordable (30 bedrooms)
Eligible for \$	\$224,580 + \$4,440 = \$229,020

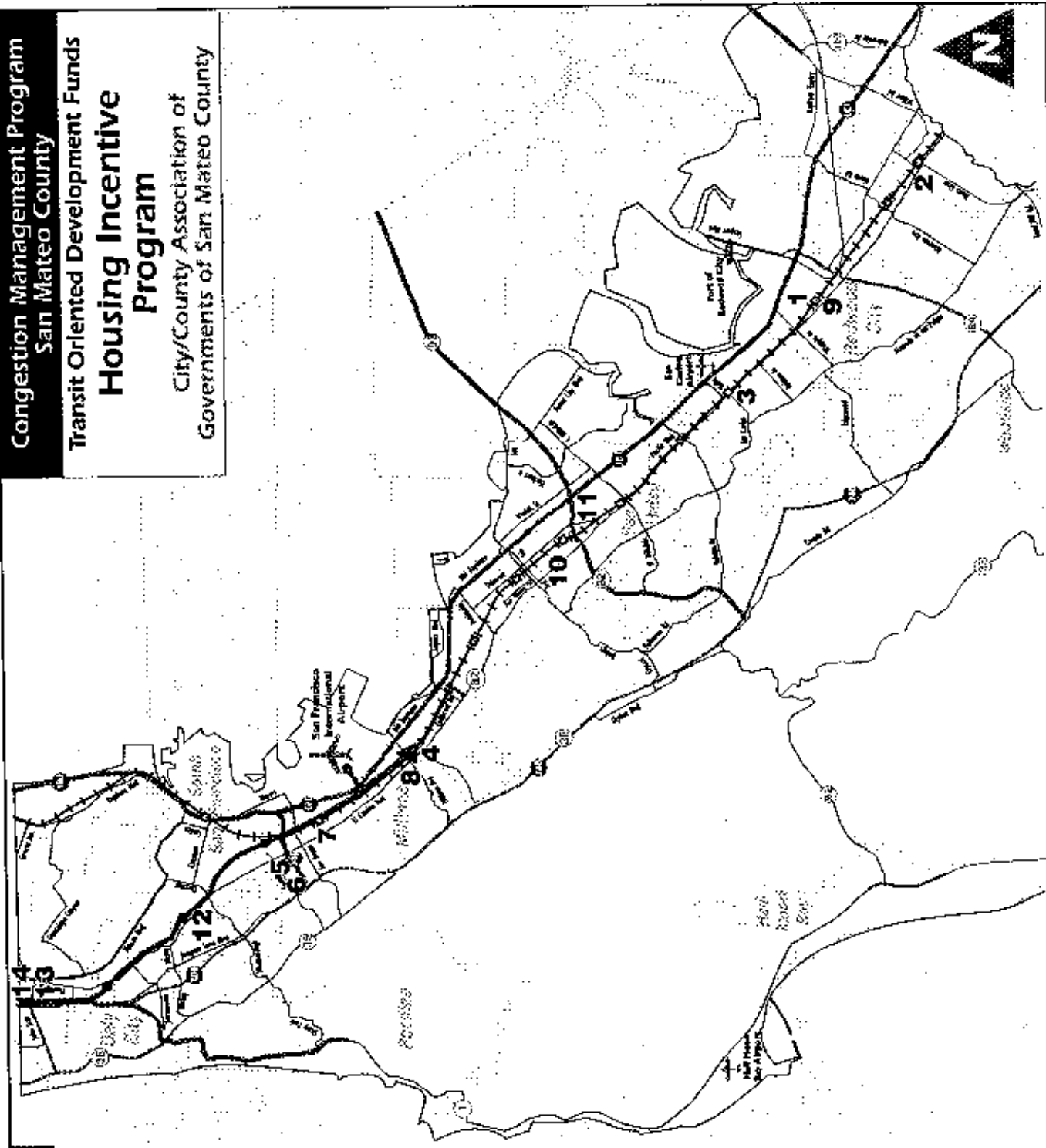
Applicant:	City of Daly City
Project Name:	American Baptist Homes of the West (ABHOW)
Address:	Hillcrest Ave. at Mission St.
Description:	A senior housing project that consist of 40 residential apartments on a .40 acre site. All units will affordable to households with very low incomes. An underground garage will provide spaces for 24 cars and there will be a community garden and open space that will be accessible to all project residents. This project lies 1,460 (.28 miles) feet from the Daly City BART Station.
Number of Units:	40 apartments (39 one-bedroom units and 1 two-bedroom unit)
Number of Bedrooms:	80 bedrooms
Density:	100 units/acre
Distance from Transit Station:	1,460 feet
Non-Residential Uses:	Community garden and open space
Affordable housing incentive:	100% Affordable (80 bedrooms)
Eligible for \$	\$48,462 + \$6,068 = \$54,530

Legend

- +--- Caltrain and Station
- BART and Station
- ▲ Intermodal Station

TOD Housing Sites

- 1** Walnut Street Condominiums
Redwood City - 15 Units
- 2** O'Brien at Derry Lane
Menlo Park - 137 Units
- 3** 1000 El Camino Real
San Carlos - 104 Units
- 4** California Marchison Project
Burlingame - 22 Units
- 5** Paragon Apartments
San Bruno - 185 Units
- 6** Village at the Crossing
San Bruno - 228 Units
- 7** San Bruno Plaza
San Bruno - 31 Units
- 8** Belamor, Millbrae - 183 Units
- 9** Montgomery Village
Redwood City - 68 Units
- 10** Palm Residences
San Mateo - 19 Units
- 11** Delaware Plaza
San Mateo - 143 Units
- 12** So. San Francisco BART Station
Transit Village Dev. Projects
So. San Francisco - 99 Units
- 13** Landmark Plaza Development
Daily City - 95 Units
- 14** American Baptist Homes
of the West, Daily City - 40 Units



Congestion Management Program
San Mateo County

Transit Oriented Development Funds
Housing Incentive Program

City/County Association of
Governments of San Mateo County

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Date: March 10, 2005

To: Congestion Management and Air Quality Committee

From: Walter Martone

Subject: SCHEDULE OF MEETINGS FOR 2005

The schedule for regular meetings in 2005 will be as follows:

Congestion Management & Air Quality
Mondays 3:00 p.m. to 5:00 p.m.
January 31
February 28
March 28
April 25
May 23 - moved up one week due to Memorial Day
June 27
July 25
August 29
September 26
October 31
November 28
December 19 - moved up one week due to Christmas

All meetings are scheduled for the last Monday of the month except for May 23rd and December 19th. They were moved up one week due to holidays. The meetings begin at 3:00 p.m. and end at 5:00 p.m. and are held in Conference Room C, San Mateo City Hall.